Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application.

Listing of Claims:

1. (Currently Amended) A device for connecting a wheel axle housing with a chassis of a vehicle, comprising:

a stabilizer having a single rod shaped torsion element, the torsion element having a longitudinal axis and being ~~that is~~ arranged ~~such that it~~ to ~~can~~ rotate ~~along its~~ about the longitudinal axis;

two first arms running in a crosswise direction in relation to the torsion element having first end portions that are rigidly and directly attached to corresponding end portions of the single rod shaped torsion element; ~~and~~

two second arms having first end portions and second end portions, the first end portions of the second arms being articulatedly attached to second end portions of the first arms whereby the first and second arms extend at an angle in relation to the longitudinal axis of torsion element and whereby the second end portions of the second arms are connected to the wheel axle housing and extend essentially vertically up ~~therefrom~~ from the wheel axle housing; and

at least two spring-suspension elements with a first member that is operatively connected with the wheel axle housing, and a second member that is connected to the chassis, whereby members are arranged for reciprocal resilient movement and to transfer a portion of the ~~chassis'~~ weight of the chassis to the wheel axle housing[[,]];

wherein the spring-suspension elements have corresponding third arms having first end portions that are rigidly and directly attached to the corresponding end portions of the single rod shaped torsion element, and second end portions that are connected with the first member; and

wherein the single rod shaped torsion element can be caused to rotate about the torsion element longitudinal axis by a force exerted by the two first arms or by a force exerted by the two third arms of the spring-suspension elements.

2. (Currently Amended) The device according to claim 1 wherein the wheel axle housing is arranged to be raised such that a corresponding wheel does not touch the ground, whereby the first and second members of the spring-suspension elements are displaceable in a lengthwise

direction in relation to each other and whereby the spring-suspension elements comprise force exerting means that are arranged to move the first and second members reciprocally in the ~~first~~ lengthwise direction.

3. (Currently Amended) The device according to claim 2 wherein the ~~two~~ first and second members of the spring-suspension elements define a pressure chamber containing a gas and the force exerting means comprise a channel that is arranged in one of the members, and that is arranged to connect pressure ~~gas~~ chamber with a pressurized gas source, whereby an increase of the gas pressure in the pressure ~~gas~~ chamber causes a reciprocal movement of the first and second members of the spring-suspension elements in the ~~first~~ lengthwise direction.

4. (Previously Presented) The device according to claim 1, wherein the torsion element is arranged on a side of the wheel axle housing that is directed towards the vehicle's midsection, seen in the vehicle's lengthwise direction.

5. (Previously Presented) The device according to claim 1, wherein the second member is articulatedly connected with the chassis.

6. (Currently Amended) The device according to claim 1, wherein the spring-suspension elements ~~connection between the members is achieved in that said members~~ define a pressure chamber containing a gas, whereby an increase in the weight of the chassis results in a reduction of the volume of pressure chamber and an increase in the pressure of the gas.

7. (Currently Amended) The device according to claim 6 wherein a membrane further defines the pressure chamber and is arranged between the ~~two~~ first and second members of each spring-suspension element.